of DM 52.663 million, (approximately Rs. 4.7 crores). This price includes the cost of a new design to suit Indian BG standards, development of various components and equipments both in LHB and in the European factories and manufacture of jigs and fixtures, warranty obligations etc., all of which amortised over a small batch 24 coaches. The price paid to LHB is the sum total of all these and is therefore not readily comparable with the cost of Indian coach, which does not have any of these cost elements.

(c) and (d) A group of 20 personnel was given training in operation and maintenance for a period of 7/10 days during June 2001. Also on job training was imparted to our maintenance staff in the Delhi maintenance depot by experts from M/s ALSTOM LHB and other original equipment manufactures before commencement of the LHB services. The assimilation of new technology from LHB is a continuous process and will extend till the year 2006.

Problems of Rail Passengers at Bhopal-Nagpur section

†296. SHRI P. K. MAHESHWARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Passengers travelling between Bhopal and Nagpur have to face lots of troubles;

(b) if so, whether Government have received demands from passengers to extend the services of the Shatabdi Express upto Nagpur;

(c) if so, the action taken by Government so far in this regard;

(d) by when Government propose to extend service of this train upto Nagpur; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) At present Bhopal-Nagpur sector is served by 28 pairs of Express trains including 4 pairs of Rajdhani services, Jaipur-Durg Express (Weekly) and Nizamuddin-Kanyakumari Express (Weekly) announced in Railway Budget 2002-03 will also serve this sector.

(b) to (e) No specific demand has been received in this regard. However, extension of 2001/2002 New Delhi-Bhopal Shatabdi Express is not desirable

†Original notice of the question was received in Hindi.

as the distance between New Delhi and Nagpur is too much for a Shatabdi type train which are primarily intercity trains having sitting accommodation only. Besides, the extension is not feasible due to operational and resource constraints.

Stoppage of trains at Habibganj

†297. SHRI P.K. MAHESHWARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representation to provide stoppage of Jhelum, A.P., G.T., Pushpak, Karnataka, Kerala, Mangala, Chennai-Jaipur and Rajkot-Jabalpur express trains at Habibganj Station;

(b) if so, whether passengers have to face a lot of difficulties while boarding or alighting from the trains due to non-stoppage at Habibganj; and

(c) if so, the steps taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes., Sir.

(b) and (c) 2967/2968 Jaipur-Chennai Express (tri weekly) is already stopping at Habibganj. For the convenience of Habibganj passengers; stoppage of 1077/1078 Pune-Jammu Tawi Jhelum Express and 1463/1464 Rajkot-Jabalpur Express (4 days a week) at Habibganj station has been provided *w.e.f.* 1.9.2001.

Stoppage of other trains at Habibganj has not been found feasible at present.

Remodelling of Bandra Station

298. SHRI SATISH PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have planned for remodelling of Bandra Railway Station in Mumbai;

(b) what is the estimated cost for the above remodelling and what are the facilities to be provided;

(c) whether some portion is to be sold to private offices; and

(d) if so, the details thereof?

†Original notice of the Question was received in Hindi.